





## Mails.

## NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW" Capt. C. Dowers	THURSDAY, 20th May, at Noon.
MANILA, YAP, FRIEDRICH WILHELHSHAFEN, SIMPSON- HAFEN and SYDNEY	"MANILA" Capt. L. Gathemann	FRIDAY, 21st May, Daylight.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	About SATURDAY, 29th May.
KODAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 19th May, 1900.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA.....	SYDNEY .....	Rebusat .....	24th May, P.M.
MARSEILLES, VIA PORTS .....	OCEANIAN .....	Sellier .....	25th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA.....	TOURANE .....	Lancelin .....	7th June, P.M.
MARSEILLES, VIA PORTS .....	POLYNESIEN .....	Broc .....	8th June, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £72.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 17th May, 1900.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND  
KOUANG-SI.S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.The speediest, most luxuriously appointed and punctual steamers on the line  
Departure from Hongkong at 10 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carry the French Mail are fitted throughout with Electric Light  
and Fans and were specially built for this trade. Excellent cuisine.  
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite  
Shameen.For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton,  
or to their Agents

BARRETTO &amp; CO., Hongkong.

Hongkong, 9th October, 1900.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of  
entrance, top 85 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside 875 ft. Width of  
entrance, top 80.5 ft. bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 3 hours.THESE DOCKS are conveniently situated in Yokohama harbor and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Docking  
and repairing Vessels and Machinery of every description.The plant and tools are of recent patterns for dealing quickly and cheaply with work  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyd's surveyors).Two powerful Twin Screw Tugboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.Tenders will be made up when required and the workmanship and material will be  
guaranteed.The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1900.

## To Let.

TO LET.  
SHOP and DWELLING HOUSE, No. 78,  
Queen's Road, Central.  
Apply to—  
S. J. DAVID & Co.,  
Prince's Buildings.  
Hongkong, 25th March, 1900. [29]TO LET.  
NOS. 51, 53, & 55, WONG-HEI-CHUNG  
ROAD.  
Apply to—  
HONGKONG & KOWLOON LAND  
& LOAN CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, 9th March, 1900. [248]TO LET.  
NO. 3 MORRISON HILL, Entry about  
1st proximo.  
Apply to—  
Messrs. JARDINE, MATHESON  
& Co., LTD.  
Hongkong, 12th May, 1900. [408]TO LET.  
GODOWN No. 5A, DUNDRELL STREET.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 1st April, 1900. [52]TO LET.  
OFFICES, No. 2, CONNAUGHT ROAD,  
3rd Floor.  
No. 3 CLIFTON GARDENS, CONDUIT  
ROAD.  
A HOUSE in WONG-HEI-CHUNG ROAD.  
A HOUSE in RIFON TERRACE.  
OFFICES in YORK BUILDING.  
GODOWNS in PRAYA EAST, BLUE  
BUILDINGS, and No. 10, DES VŒUX  
ROAD next to the Hongkong Hotel.  
FLATS in MORETON TERRACE.  
No. 10, DES VŒUX ROAD CENTRAL,  
1st Floor.  
Apply to—  
"THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD."  
Hongkong, 19th April, 1900. [55]TO LET.  
TWO AIRY ROOMS in a house on  
BELLILIOS TERRACE, first row, entrance  
from Robinson Road. Moderate Rental. For  
particulars, apply to—  
"HOUSEHOLDER,"  
C/o Hongkong Telegraph.  
Hongkong, 5th March, 1900. [239]TO LET.  
OFFICES and ROOMS on the 1st and 2nd  
Floors of No. 14, Des Vœux Road  
Central (formerly occupied by Messrs. Shaw,  
Tombs & Co.). Rents low.  
Apply to—  
THE COMPTON DEPARTMENT,  
E. D. Sassoon & Co.,  
Queen's Road Central.  
Hongkong, 24th February, 1900. [188]TO LET.  
ROOMS suitable for Offices in No. 10, ICE  
HOUSE STREET, in rear of David  
Sassoon & Co.'s premises.  
Apply to—  
DAVID SASSOON & Co., LD.  
Hongkong, 13th May, 1900. [113]

## JUST LANDED:

The well-known and famous brandy  
"Bisquit Dubouche  
& Co."  
XXX Very Old Fine ..... Per Bot.  
V.O.C.B. Guaranteed 20 Years ..... \$2.50  
Old ..... 5.50ALSO  
QUINQUINA?  
DUBONNET?  
FRENCH STORE,  
Sole Agent:  
Hongkong, 30th April, 1900. [40]O. C. MOOSA,  
1 & 8, D'AGUILAR STREET.

## NOVELTIES OF THE SEASON.

Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS,  
FEATHERS, &c., &c.LACE SCARFS, MOTOR VEILS  
IN  
VARIOUS COLORS.MOUSQUETIERE GLOVES  
IN  
WHITE, BLACK & COLORS.WOOLEN DELAINES, NUNSVEL-  
INGS, VOILES, &c., &c.LADIES' and CHILDREN'S  
UNDERCLOTHINGS.Samples on application. Coast  
Port orders carefully executed  
St. George's, 2nd February, 1900. [57]F. BLACKHEAD & Co.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL and PROVISION MER-  
CHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS,  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP and SODA MANUFACTURERS.SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.  
Sole Agents for  
FERGUSON'S SPECIAL OPHEM  
and  
P & O, SPECIAL LIQUOR KOTON  
WHISKY, &c.  
EVERY KIND OF  
SHIPS STORES and REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

Hongkong, 10th March, 1900. [11]

## JAPAN'S INFLUENCE IN CHINA.

Among the many factors that give rise to perplexity in the general outlook in the Far East, few deserve closer attention than the relations of China and Japan to-day. It is hardly too much to say that while the Chinese Government is thoroughly suspicious of Japanese diplomacy, the people have little or no faith in Japan's professions of national friendship. These facts are patent to the casual observer. What is not so clear is the emergence of any sufficient cause for so great a change in feeling as this thinly disguised antagonism reveals. On the surface it would seem that China is ill-repaying the sacrifices which Japan made and the suffering her people endured in a conflict, the benefits of which accrued, outwardly at least, more directly to China than to Japan herself. A considerable measure of gratitude might well have been looked for by Japan from China; and indeed the results then secured have been altogether outweighed by injuries since inflicted. China may rightly be charged with a base ingratitude. It is true that China is not very susceptible to the international benefits which have from time to time been conferred upon her. The traditional sense of antagonism with which she sets out in all questions of foreign relationship still makes her far readier to count the losses than the gains of diplomacy and the non-foreign sentiment which is her unfortunate heritage still prevents this Government from doing itself justice in international affairs. But the feeling towards Japan existent to-day is not to be classed with China's inherent distaste for foreign powers. Its causes must be sought for elsewhere.

When Japan had made complete the tale of her victories over Russia her prestige stood incomparably higher than that of any other nation having dealings with China. It is not too much to say that China was lost in admiration of her prowess and attainments of her former adversary, if she was not indeed ready (without sufficient consideration of the possible results) to place herself in leading-strings to her island neighbour for tuition alike in the arts of war and peace. It was scarcely surprising that Japan should not only acquiesce in the expectations of national advancement under her aegis, but should do her best to encourage them. No Government, similarly situated, could well have hesitated to endorse the idea, as Japan did, that she was able to provide China with a short and easy road to attainments of western knowledge and power such as she herself had acquired. Chinese students poured into Japan by the thousand, while Japanese of every class, and of none, appeared in schools at the Viceregal yamens in the capacity of political advisers to the provincial officials, and crowded into the existing government schools of this empire to impart information of which they had themselves but an imperfect understanding. There were not wanting far-sighted Japanese who lamented the tendency of their people to take this too ready advantage of the un wisdom of Chinese officialdom. They foresaw the inevitable result and foretold the dangers of disappointment and disillusion. How their anticipations were justified is a matter of recent history and common knowledge. A series of diplomatic blunders, such as the use of threatening language to the high officials in Peking; the *Toku Maru* affair; the encroachment of Japan on various pretexts in Manchuria and Korea; these things have filled up the cup of national indignation, until to-day over the length and breadth of China, wherever political affairs are understood the bias is as much against Japan as it was once in her favour. The memory of the high hopes of a few years ago has served only to deepen the feeling of bitterness.

It may be argued that to express the situation thus bluntly, however undeniable the truth of the description, is no good way to effect a remedy. But even if we could believe, in the present instance, in the possible advantage of applying soft words to hard facts, it must be remembered that the position of affairs between China and Japan is fully recognised by some of the wisest minds in the latter country, and that it could not be more harshly represented than it is already in the Chinese native press. For one cause or another Japan has not done herself justice in her dealings with this nation. Count Okuma, perhaps the most distinguished publicist in the land, has lamented, in a recent article, the mistakes that have accompanied Japanese policy in China; and to the disinterested observer it cannot but be obvious that Japan's refusal to submit her differences in Manchuria to the arbitration of the Hague tribunal, is keenly felt in Peking and has placed Japan herself in an invidious light in the eyes of the world at large. In justice to Japan it must be said that the situation in which her governing classes find themselves, in face of the contest between national requirements and national resources, is one of extreme difficulty; and that the undesirable effects of a successful war, as manifested by the irresponsible classes of the Japanese nation, cannot be brought into control in three or four years. More than this it may be admitted that if Japan has met with irritating obstacles in dealing with China, she is not the only nation to have a similar experience. But the moral of such reflections is surely that when two parties find themselves in dispute, it is always easier for the stronger of the two to give way. From a purely business point of view there is nothing to be gained by exciting China's animosity. There are certainly manifold advantages to be reaped in cultivating her friendship and confidence, not the least of which, perhaps, would be the beneficial effect that the re-establishment of international goodwill must exercise on Japan's position in the eyes of other nations.—A. C. D.

WEATHER FORECAST AND  
STORM-WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.	Signal	Indicates a Typhoon to the North of the Colony.
1.	A CONE point upwards	
2.	A CONE point upwards and a drum below	Indicates a Typhoon to the North-East of the Colony.
3.	A DRUM	Indicates a Typhoon to the East of the Colony.
4.	A CONE point downwards and a drum below	Indicates a Typhoon to the South-East of the Colony.
5.	A CONE point downwards	Indicates a Typhoon to the South of the Colony.
6.	A CONE point downwards and a ball below	Indicates a Typhoon to the South-West of the Colony.
7.	A BALL	Indicates a Typhoon to the West of the Colony.
8.	A CONE point upwards and a ball below	Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

## THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibited on the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

## SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft, and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-houses.

F. C. Fido,  
Director.

4th May, 1900.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.LONDON, 1, John St., Bedford Row, W.C.  
CALCUTTA, 19, Beutack Street  
SHANGHAI, 166, Nanking Road  
Hongkong, 4th March 1900



## Intimation.

# Powell's

Furnishing  
Department  
ALEXANDRA

## BUILDINGS.

(FIRST FLOOR)

## CHINA.

We are now showing our new "ART" TOILET SETS in four lustrous art glazes.

### CRUSHED

STRAWBERRY  
CELESTE BLUE  
BRONZE GREEN  
and

### ORANGE

AT 9.75 per set of 6 pieces.

also a useful and artistic  
WHITE and GOLD SET

AT 7.50 per set of 6 pieces.

We are offering our customers the unique advantage of being able to purchase any single piece of either of the above toilet sets, to replace breakages.

## CURTAINS.

Our range of summer curtains is now complete with new and select patterns, from the lowest priced SCOTCH LACE to REAL SWISS, at prices to suit every income.

### THE "POLO" SCOTCH LACE

4 YARDS LONG

At 5.00 per pair is strongly recommended as a strong and inexpensive, good washing Curtain, in white only.

We also stock these Curtains at 3.25, 7.50, 8.50, 10.00, 12.50, 15.00, and 18.50 in white and ecru and in a large variety of designs.

Our MUSLIN CURTAINS comprise all the latest styles, in Plain, Frilled and Bordered, Madras in white and ecru

### WHITE & FIGURED BOOK MUSLINS.

FRILLED COIN SPOT  
BOOK MUSLINS  
and  
EMBROIDERED SWISS.

## POWELL'S

ALEXANDRA  
BUILDINGS,  
and  
28, Queen's Road.

Hongkong, 14th May, 1900

## For Sale.

FOR SALE.

Just Unpacked  
AN ASSORTMENT OF  
FLOWER SEEDS  
FROM LONDON PER LAST ENGLISH MAIL.  
Also  
BEST AMERICAN  
SUGAR CORN SEEDS  
FROM CALIFORNIA  
ALL IN PACKETS.  
at  
10 Cents each.

Apply to—  
GRACA & CO.,  
No. 27, Des Vaux Road.  
Hongkong, 13th May, 1900. [359]

## FOR SALE.

## "ADLER"

TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7  
with the latest improvement, the  
lightest touch, the strongest and the  
best ever produced.

We sell our Adler under our  
guaranteed terms.

A few lines will bring the Adler  
to your office free trial.

We sell various makes of second-  
hand Typewriters

Rent out, by day or week.

REPAIR IS OUR SPECIALTY.

## DRAGON CYCLE DEPOT,

33-35, Des Vaux Road, Central,  
Hongkong.



DIRECT from the manufacturers at lowest  
prices. 12 bore Double Breechloaders  
from 30s each. Illustrated catalogue of  
latest model Shot Guns, Combination Guns,  
Sporting Rifles, &c., post free. D. JAMES &  
REYNOLDS, George Street, Minorities, London, E.C.4, England.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

### PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask  
ex Factory.

In Bags of 250 lbs. net \$8.45 per Bag  
ex Factory.

SHAWAN TOMES & Co.,  
General Managers,  
Rennell, 12th August, 1900. [36]

THERAPION MAY NOW ALSO BE OBTAINED  
IN DRAGS (TASTELSS) FORM.

### THE NEW FRENCH REMEDY

TRADE MARK.

This successful and highly popular remedy, used in  
the Continental Hospitals by Kienrich, Kautsky, Joliet,  
Vieljeux and others, contains all the desiderata to be  
sought in a most efficacious and safe remedy for  
all the ailments of the blood, and affords prompt  
relief in all cases.

### THERAPION No. 1

is a powerful purgative, removing all the  
impurities of the blood, and restoring the  
normal state of the system. It is a most  
valuable remedy in all cases of  
constipation, indigestion, and all the  
ailments of the blood.

### THERAPION No. 2

is a powerful purgative, removing all the  
impurities of the blood, and restoring the  
normal state of the system. It is a most  
valuable remedy in all cases of  
constipation, indigestion, and all the  
ailments of the blood.

### THERAPION No. 3

is a powerful purgative, removing all the  
impurities of the blood, and restoring the  
normal state of the system. It is a most  
valuable remedy in all cases of  
constipation, indigestion, and all the  
ailments of the blood.

### THERAPION

is a powerful purgative, removing all the  
impurities of the blood, and restoring the  
normal state of the system. It is a most  
valuable remedy in all cases of  
constipation, indigestion, and all the  
ailments of the blood.

Sold by all Chemists.

## Intimation.

## TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of  
Revenue Farms in the State of North  
Borneo from the 1st January, 1910, as set out  
hereunder.

### REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing  
of the Farms for the next Farm period of 1910,  
1911 and 1912, the Government reserves to  
itself the right of vesting the Farms (as pro-  
vided in the Proclamations) in any person,  
by public or private sale, as may be  
thought fit.

2. Subject to the above reservation it is hereby  
notified that tenders will be received at the  
Office of the Secretary to the Governor, Sanda-  
kan, up to 12 o'clock noon, on the 1st day of  
October, 1909, for the purchase of the exclu-  
sive privileges of the Farms described below  
for a period of one, two or three years com-  
mencing on the 1st January, 1910.

3. Any person either for himself alone or for  
himself and others, may, either in person or by  
agent duly accredited in writing, on any date  
prior to the said noon of the 1st October next,  
submit to the said Secretary at Sandakan, any  
tender he may think fit for all or any of the  
Farms, provided such tender is in conformity  
with the terms of tendering hereinafter set out  
and fulfils all the conditions required of the  
Farmer.

All tenders so made will (except at the ex-  
press wish of the tenderer to the contrary) be  
received and treated by the Government as  
strictly confidential.

On receiving any such tender, Government  
reserves to itself the right of deciding whether  
it shall be considered or not.

If Government decides not to consider the  
tender, it will be returned to the tenderer  
under sealed cover.

All tenders accepted for consideration by  
Government will be, in the first instance, re-  
tained by Government for further consideration  
with the tenders handed in on 1st October,  
1909, which will be opened at noon on that  
date, after which the successful tenderer will  
be selected.

4. The Farms, above referred to, are—  
BRITISH NORTH BORNEO.—Opium,  
Spirit, Gambling and Pawn-broking, as fol-  
lows—

(a) In one concession for the whole State.

(b) In one concession for any of the follow-  
ing Districts of the State, the limits named  
including the interior territory watered by the  
rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT.—The Territory  
bounded on the one side by the true right  
watershed of the Kinabatangan River and on the  
other by the true left watershed of the  
Paitan River.

(ii) KUDAT DISTRICT.—The Territory bound-  
ed on the one side by the true left watershed  
of the Paitan River and on the other by the  
true right watershed of the Pindasan River.

(iii) WEST COAST DISTRICT.—The Territory  
bounded on the one side by the true right  
watershed of the Pindasan River and on the  
other by the northern boundary of Province  
Clarks.

(iv) EAST COAST DISTRICT.—The Territory  
bounded on the one side by the true right  
watershed of the Kinabatangan River and on the  
other by the Dutch Boundary on the South  
at Broershek point.

(v) PROVINCE CLARKE.—being the Territory  
between Batu-Batu and the Lawas northern  
watershed.

5. The attention of these desirous of tender-  
ing is drawn to the following terms:—

(a) The tenderer must state in his tender  
the annual sum offered for the Farm for the  
three years 1910, 1911 and 1912; a different  
sum may be offered for the first, second and  
third years respectively. The tenderer must  
also clearly state the proportion of the amount  
rent to be allotted to each separate Farm.

(b) The Government does not bind itself to  
accept the highest or any tender, and reserves  
to itself the right of making any arrangements  
it may deem advisable as regards the letting  
of the Farms.

(c) Each tenderer should specify in full, in  
English, and in the vernacular language of the  
tenderer, the names, residences and occupa-  
tions of the persons tendering, and similar  
information regarding any security, or any  
particular that the tenderer wishes to propose.

(d) The successful tenderer will be called  
upon to enter into a contract under the pro-  
visions of the Proclamations named in Schedule  
A appended.

(e) Copies of the Forms of Contracts for the  
Farms may be seen on application at the  
Office of the said Secretary, at Sandakan, or  
of Messrs. Guthrie & Co., at Singapore, or of  
Messrs. Gibb, Livingston & Co., at Hongkong.

(f) The successful tenderer will be required  
to deposit with the Finance Commissioner,  
Sandakan, security to the value of three  
months' Farm rent by means of a deposit of  
money to the amount of one month's Farm  
rent, and of title deeds to the amount of two  
months' Farm rent.

(g) The retail rates for Chandu fixed by  
Government for the Opium Farm for 1910,  
1911 and 1912 are those specified below:—

Per catty ..... \$ 2.40  
" chi ..... 0.30  
" 5 hnn packet ..... 0.15  
" 4 ..... 0.12  
" 3 ..... 0.08  
" 2 ..... 0.06

(h) The Opium Farmer is responsible for  
seeing that Chandu is not sold by retail at the  
Opium Farm or at the Opium Farm shops at  
prices higher than those fixed by Government  
and named above (g).

(i) The Opium and Spirit Farmer may fix their  
own prices for supplying the Opium and Spirit  
Farm Shops wholesale with Chandu and Spirits.

(j) During the continuance of the Farm  
period, the Opium and Spirit Farmer will be  
entitled to the use of a Trade-mark (to be  
approved by Government) to be affixed to any  
Opium or Chandu prepared by them, and to any  
vessel containing Spirits for sale.

(k) As soon as the new Farmers have been  
appointed by the Governor, they will be re-  
quired to submit in writing to the Secretary to  
the Governor at Sandakan a Schedule showing  
full particulars as to the Title Deeds they pro-  
pose to deposit with the Government as  
security for the said two months' Farm rent.  
If these are considered satisfactory, the new  
Farmers will be required to execute a mort-  
gage of the property to the Government as  
provided for by law.

(l) The Farmer for the West Coast may be  
required to rent certain Farm buildings at  
Jesselton.

(m) The following Proclamations govern the  
conduct of the Farms in B. N. Borneo viz—

SCHEDULE A.  
The Opium Proclamation No. 16 of 1901 as  
amended by No. 7 of 1904.

The Liquors Proclamation No. 27 of 1901.  
The Pawnbrokers Proclamation No. 14 of  
1902 as amended by No. 1 of 1903 and  
No. 3 of 1906.

The Gambling Proclamation No. 8 of  
1901.

## THE GERMAN NAVY IN 1908.

The past year was indubitably an  
unusually busy one for the German Navy.  
The past year was indubitably an  
unusually busy one for the German Navy.

Some 95,000 tons  
of fighting material were put afloat, as the  
following table of the principal launches  
during the 1908 demonstrates:—

Launched at  
Nassau (battleship) ... 15,000  
Westfalen ... 15,000  
Rheinland ... 15,000  
Pommern ... 15,000  
Schlesien (armoured cruiser) ... 15,000  
Kaiser Wilhelm II. (battleship) ... 15,000  
Kaiser Wilhelm III. (battleship) ... 15,000  
Kaiser Wilhelm IV. (battleship) ... 15,000  
Kaiser Wilhelm V. (battleship) ... 15,000  
Kaiser Wilhelm VI. (battleship) ... 15,000  
Kaiser Wilhelm VII. (battleship) ... 15,000  
Kaiser Wilhelm VIII. (battleship) ... 15,000  
Kaiser Wilhelm IX. (battleship) ... 15,000  
Kaiser Wilhelm X. (battleship) ... 15,000  
Kaiser Wilhelm XI. (battleship) ... 15,000  
Kaiser Wilhelm XII. (battleship) ... 15,000  
Kaiser Wilhelm XIII. (battleship) ... 15,000  
Kaiser Wilhelm XIV. (battleship) ... 15,000  
Kaiser Wilhelm XV. (battleship) ... 15,000  
Kaiser Wilhelm XVI. (battleship) ... 15,000  
Kaiser Wilhelm XVII. (battleship) ... 15,000  
Kaiser Wilhelm XVIII. (battleship) ... 15,000  
Kaiser Wilhelm XIX. (battleship) ... 15,000  
Kaiser Wilhelm XX. (battleship) ... 15,000  
Kaiser Wilhelm XXI. (battleship) ... 15,000  
Kaiser Wilhelm XXII. (battleship) ... 15,000  
Kaiser Wilhelm XXIII. (battleship) ... 15,000  
Kaiser Wilhelm XXIV. (battleship) ... 15,000  
Kaiser Wilhelm XXV. (battleship) ... 15,000  
Kaiser Wilhelm XXVI. (battleship) ... 15,000  
Kaiser Wilhelm XXVII. (battleship) ... 15,000  
Kaiser Wilhelm XXVIII. (battleship) ... 15,000  
Kaiser Wilhelm XXIX. (battleship) ... 15,000  
Kaiser Wilhelm XXX. (battleship) ... 15,000  
Kaiser Wilhelm XXXI. (battleship) ... 15,000  
Kaiser Wilhelm XXXII. (battleship) ... 15,000  
Kaiser Wilhelm XXXIII. (battleship) ... 15,000  
Kaiser Wilhelm XXXIV. (battleship) ... 15,000  
Kaiser Wilhelm XXXV. (battleship) ... 15,000  
Kaiser Wilhelm XXXVI. (battleship) ... 15,000  
Kaiser Wilhelm XXXVII. (battleship) ... 15,000  
Kaiser Wilhelm XXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm XXXIX. (battleship) ... 15,000  
Kaiser Wilhelm XL. (battleship) ... 15,000  
Kaiser Wilhelm XLI. (battleship) ... 15,000  
Kaiser Wilhelm XLII. (battleship) ... 15,000  
Kaiser Wilhelm XLIII. (battleship) ... 15,000  
Kaiser Wilhelm XLIV. (battleship) ... 15,000  
Kaiser Wilhelm XLV. (battleship) ... 15,000  
Kaiser Wilhelm XLVI. (battleship) ... 15,000  
Kaiser Wilhelm XLVII. (battleship) ... 15,000  
Kaiser Wilhelm XLVIII. (battleship) ... 15,000  
Kaiser Wilhelm XLIX. (battleship) ... 15,000  
Kaiser Wilhelm L. (battleship) ... 15,000  
Kaiser Wilhelm LI. (battleship) ... 15,000  
Kaiser Wilhelm LII. (battleship) ... 15,000  
Kaiser Wilhelm LIII. (battleship) ... 15,000  
Kaiser Wilhelm LIV. (battleship) ... 15,000  
Kaiser Wilhelm LV. (battleship) ... 15,000  
Kaiser Wilhelm LVI. (battleship) ... 15,000  
Kaiser Wilhelm LVII. (battleship) ... 15,000  
Kaiser Wilhelm LVIII. (battleship) ... 15,000  
Kaiser Wilhelm LIX. (battleship) ... 15,000  
Kaiser Wilhelm LX. (battleship) ... 15,000  
Kaiser Wilhelm LXI. (battleship) ... 15,000  
Kaiser Wilhelm LXII. (battleship) ... 15,000  
Kaiser Wilhelm LXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXV. (battleship) ... 15,000  
Kaiser Wilhelm LXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXX. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXXI. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIII. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXIV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXV. (battleship) ... 15,000  
Kaiser Wilhelm LXXXXXXVI. (battleship) ... 15,0



## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.Watson's  
HYGIENOL,  
AND  
BUBONIC PLAGUE!It has been proved by repeated experiments  
that "WATSON'S HYGIENOL" is the  
most potent agent for the destruction of fleas,  
especially rat fleas.It has now been proved that Plague is  
conveyed to human beings by means of fleas  
from rats which have died of this disease.All risk of infection can be avoided by  
washing the floors, etc., or sprinkling where  
the fleas are likely to be with a dilute solution  
of "WATSON'S HYGIENOL." A tea-  
spoonful to a pint of water, or a teaspoonful  
to three gallons, makes a solution of the strength  
required for this purpose.HYGIENOL IS A POWERFUL  
DISINFECTANT AND  
GERMICIDEPrice per pint ..... 50 cents  
" " Gallon ..... \$2.00A. S. WATSON & CO.,  
LIMITED.HONGKONG DISPENSARY  
AND  
KOWLOON DISPENSARY.  
Hongkong, 17th March, 1909. [28]

## NOTICE

All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, The House Road,  
and should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to The Manager.  
The Editor will not be responsible for any  
return of MSS. not to return any Contribution.)

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$36 per annum.  
WEEKLY—\$12 per annum.  
The rates per quarter and per month, proportional  
Subscriptions for any period less than one month  
will be charged as for a full month.  
The daily issue is delivered free of charge to the address  
of the subscriber. Post subscribers can have  
their copies delivered at their residences without  
any extra charge. On copies sent by post an  
addition of \$1.00 per quarter is charged for postage.  
The postage on the weekly issue in any part of the  
world is 30 cents per quarter.  
Single Copies—Daily, 5 cents. Weekly, twenty-  
five cents (for cash only).

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 19, 1909.

## FOREIGN CAPITAL IN JAPAN.

The issue of the Osaka Municipal Loan  
bonds in London through the Industrial Bank  
has met with a success, remarks the *Nichi  
Nichi*, the result being considerably more satis-  
factory than in the case of the South Manchurian  
Railway loan, raised in the same market  
last year. According to the vernacular paper,  
translated by the *Japan Chronicle*, from which  
we quote, this is no doubt due to the difference  
in the condition of the money market in London  
this year and last year, and it is not at all im-  
probable that in the present condition of  
the market any other kindred ventures  
will meet with similar success. In short,  
this is an excellent time for the flotation  
of foreign loans. This state of affairs, together  
with the brisk sale of national bonds to foreigners  
as having widely opened the gate for the  
inflow of foreign capital, while recognizing the  
facilities which have now become available for  
the employment of foreign money, the attention  
of the people should be drawn to the fact that  
the larger the amount of Japan's indebtedness  
the more will be the amount of interest to be  
paid to foreign countries. Whether the  
borrowers be the Government or private  
corporations, the balancing of international  
accounts means the exodus of so much specie  
out of the country in payment of interest. The  
specie question has long been engaging the  
attention of publicists in this country, and  
though so long as Japan can avail herself of  
foreign capital with ease and facility the matterseems to claim less attention from the public,  
the importance of the problem must increase  
with the growth of Japan's liabilities. With  
the satisfactory raising of foreign loans and  
the ready sale of national bonds, the payment  
of the interest will become a question worthy  
of careful study, by publicists, continues the  
*Osaka Journal*. Various means are suggested  
towards minimising the outflow of specie re-  
sulting from payment of interest on foreign  
loans. Firstly, the encouragement of the ex-  
port trade is urged; secondly, the keeping  
down of interest at as low rate as possible;  
and thirdly, the attraction of money from  
abroad to Japan through channels  
other than trade. The promotion of the ex-  
port trade is what has been most earnestly  
advocated both by the Japanese Government  
and people for many years, but this method is  
of such a nature that it grows only by degrees  
with the development of the manufacturing  
industry of the country. It can scarcely be  
expected therefore that it should show a  
remarkable advance in the course of a few  
years. As to the absorption of foreign funds  
through channels other than trade, such as  
remittances from Japanese working abroad  
and the proceeds from the tourist traffic, this  
is a most desirable plan, but the amount re-  
ceived in this way can hardly be estimated  
accurately or relied upon as a regular source  
of revenue. The question then resolves itself  
that for the present Japan cannot find any other  
means of reducing the amount of interest on  
Japan's fast-accumulating debt than the keep-  
ing down of the rate of interest itself. For this  
purpose the conversion of national bonds car-  
rying high interest into others with lower in-  
terest is calculated to be a policy in keeping  
with the financial interests of the country.

## LOCAL AND GENERAL.

At the Magistracy, this morning, Wong Shing,  
described as a hawker, appeared on charges of  
(1) taking on board the s.s. *Lachlan* spirituous  
liquor without the master's consent, and (2)  
with disposing same to wit, five bottles of  
beer, on board the ship, without a licence. The  
hawker was found guilty on both counts and  
fined \$25 and \$100 respectively.The *Hai-yung*, which reports the *Hai-chi* with  
the Chinese Commissioner, Mr. Wong Tai  
Ching, on board, to the southern islands ar-  
rived at Singapore on 18th inst., from Soura-  
baya, and saluted. The *Hai-yung* leaves on  
the 22nd inst., for Deli, but waits the arrival  
of the Chinese Commissioner and the *Hai-chi*.  
The Commissioner is at present visiting the  
Dutch Islands.In connection with the new Pacific service of  
the Osaka Shosen Kaisha, we learn that Mr.  
George H. Corse, Jr., has been appointed  
General Oriental Agent for the Chicago,  
Milwaukee and Puget Sound Railway Company  
with headquarters at Shanghai. This railway  
is the western extension of the Chicago, Mil-  
waukee and St. Paul Railway, and will be  
opened for through freight service on June 1st.

## CANTON DAY BY DAY.

## THE FLOODS.

[From Our Own Correspondent.]

Canton, 18th May.

A letter has been received by the Central  
Relief Committee stating that the district of  
Hok Shai has suffered from the recent floods.  
An emissary on board a steam-launch has  
consequently been dispatched with food-stuff,  
&c., to that district for the relief of the sufferers.

## SATISFACTORY NEWS.

Yesterday some of the relief parties that  
were sent to the flooded districts to assist the  
sufferers returned to Canton and reported that  
the floods have already abated to about 2 feet  
and should, the weather continue favourable,  
they will entirely subside in two days.

## A COMMENDABLE ACTION.

In consideration of the present disastrous  
floods, the Canton authorities have given orders  
prohibiting the rice-merchants from raising the  
price on the staple commodity.

## MEDICINE FOR SUFFERERS.

Several chemists in this city have handed a  
large quantity of drugs to the Central Relief  
Committee to be sent to the flooded districts  
for distribution to those that might require them.

## FATAL TRAIN ACCIDENT.

On the 17th inst., a man named Kwong  
Tong Kai was knocked down by a train which  
was proceeding to Fatsan from Shek Wai  
Tong. The unfortunate man sustained a  
fracture in the head and was killed instan-  
taneously. Several others were also more or  
less injured by coming into contact with the  
passing train. The father of the deceased has  
now submitted a petition to the officials to the  
effect that the conductor of the train was to  
blame for his gross carelessness.HONGKONG UNIVERSITY  
SCHEME.

## FURTHER CHINESE SUBSCRIPTIONS.

The subscriptions towards the endowment  
and equipment funds of the proposed Hong-  
kong University do not seem to be coming in  
too rapidly. During the past week hardly  
\$5,000 have been received as donations. There  
is one noteworthy feature in connection with  
the latest contributions, and that is an amount  
of \$7,000 subscribed by the Hongkong branch  
of the Chinese bank established under the  
auspices of the Ministry of Posts and Com-  
munications in Peking. Detailed contribu-  
tions are as follow:—

Already acknowledged.....	\$136,150
Communication Bank (open- ed by the Ministry of Posts and Communications).....	2,000
Ip Wa Kwai.....	500
Hon. Dr. Ho Kai, C.M.G.....	500
S.W. Tao.....	500
Kwan Tsun Hsin.....	500
Cheong Shing (goldsmiths)....	200
Wing Tung Kut.....	200
Total.....	\$140,550

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed  
by Correspondents in this column.)

## KOWLOON-CANTON RAILWAY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—The Committee of the China Associa-  
tion conceive it to be in the public interest to  
endeavour to dissipate an erroneous impression  
that Hongkong is being called upon to pay for  
the Colonial section of the Kowloon-Canton  
Railway considerably more than the work is  
worth. The prevalence of this impression is  
indicated by certain Press comments upon His  
Excellency the Governor's speech in Council  
on the increased estimates. From the general  
tone of these it might almost be assumed that  
mismanagement had led to the doubling of the  
legitimate cost of construction.There appears to be a popular idea that the  
original estimate was for some 5 million dollars;  
that the work ought not to have cost much  
more; but that gradually, owing to a series of  
blunders, the figure has risen to 11 millions.  
This belief that the cost has been doubled by  
mismanagement has naturally led to severe  
criticism being directed against those responsi-  
ble for the undertaking. I venture to submit  
that it is not borne out by the full circumstances  
of the case.The first important fact to note is that the  
estimate of 5 million dollars was a mere rough  
estimate made by Mr. Bruce on his original  
survey. The line beyond Shatin as planned by  
him, was a single line throughout, to run along  
the edge of the sea shore from Loklobo to Tai-po.The alignment which he proposed, and on  
which this rough estimate was based, had sub-  
sequently to be altered, because the typhoon  
of September, 1906, showed the shore edge to  
be unsafe. That typhoon was a revelation in  
many ways. It taught several lessons to others  
besides Railway engineers, and there is no  
particular blame attaching to anyone for not  
having foreseen the possibilities of destruction  
reposing in the sheltered waters of Mira Bay.  
If we can all now see that Mr. Bruce's original  
alignment was a mistake we ought to be fair  
to remember it was at least excusable under  
the circumstances.The change in the alignment, removing the  
track out of reach of the sea, entailed much  
heavy cutting and the boring of three additional  
tunnels, of which the undertaking at Tai-po is itself a  
considerable enterprise. It is also important to  
remember that it was subsequently decided to  
build all bridge cuttings, and the three additional  
tunnels, wide enough to admit of a double  
track being laid, should the necessity for that  
hereafter arise.Mr. Bruce had not made provision  
for costly developments of this sort. It  
was not his business to do so. His business, as  
described by His Excellency the Governor in  
the Legislative Council on the 6th February,  
1908, was "to make a preliminary survey and to  
base upon it a preliminary estimate." How rough  
an estimate it was may be gathered from His  
Excellency's comment upon it in the same  
speech, in relation to the cost of earthwork.  
He said, "It is difficult to know exactly what  
rates Mr. Bruce had calculated at, because  
"no drawings or calculations of quantities  
"and rates were supplied with the estimate."In justice to Mr. Bruce it should not be forgot-  
ten that the first and by far the most important  
duty which fell upon him was to decide upon  
the main route of the railway. At one time  
the Deep Bay route had been recommended.  
He had to determine which of three different  
routes should be adopted, and it stands to his  
credit that his decision on this vital point has  
been generally admitted to be sound.The first detailed and authoritative estimate  
made was that submitted by Mr. Eves in his  
report dated 4th February, 1908, and laid be-  
fore the Legislative Council on the 22nd of the  
same month. If this estimate is compared  
with that made by Mr. Bruce it will be seen  
that the increase is mainly due to five factors:—  
The estimate for land resumption  
was increased by.....\$1,185,038  
For earthwork by.....720,003  
For tunnels by.....578,555  
For bridges by.....620,927While the expenditure on plant, roll-  
ing stock, salaries and ballast (for  
which Mr. Bruce had made no esti-  
mate at all) was estimated by Mr.  
Eves at.....1,191,647

Total.....\$4,306,170

The reasons for the increase in these items  
have already been alluded to, with the exception  
of that due to land resumptions in Kowloon,  
incidental to new and larger ideas of what will  
be required at the terminus. Over and above  
this there remains an increase of roundly  
\$500,000—accounted for by increases under the  
other subheads. With regard to the difference  
between Mr. Eves' estimate, dated 4th February,  
1908, and his estimate dated the 6th March last,  
and laid before the Legislative Council at its  
last meeting, the excess of the latter over the  
former is just under \$1,150,000. Of this nearly  
\$500,000, is due to increased expenditure on  
Beacon Hill Tunnel. The net increase on the  
remaining items, as compared with Mr. Eves'  
first estimate, is just under \$150,000—not a very  
formidable sum. One reason for the increased  
cost of Beacon Hill tunnel is to be found in the  
varied character of the excavation, and another  
in the phenomenal hardness of the rock met  
with in parts of the hill, necessitating the use of  
specially heavy drills, and an enormously in-  
creased use of explosives.The fact that the estimates have been  
exceeded—a common experience in all such  
undertakings—should not be interpreted  
to mean that the work could have  
been executed for less. Unless this can  
be proved there is no justification for  
thinking that the Colony has so far suffered any  
loss except on paper.The members of my Committee have no  
valid reason to suppose that the cost of the  
actual work done is excessive, and, this being  
so, they protest against the advocacy of the  
belief that there has been "gross mismanage-  
ment" in the construction of the British sectionof the Kowloon-Canton Railway.—Yours  
faithfully,

MURRAY STEWART,

Chairman,  
Hongkong Branch of The China Association.  
Hongkong, 18th May, 1909.

## RATIN.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—I have to-day received a cutting  
from your paper of the 15th February last and  
I have addressed the enclosed letter to the  
Secretary of the Sanitary Board, Hongkong,  
and would ask you kindly to have this letter  
inserted in your next issue. It is altogether  
too bad that any official should make such a  
statement which he has absolutely no founda-  
tion for making.—Yours faithfully,THE RATIN LABORATORY,  
C-A-FURU,  
Manager.Ratin Bacteriological Laboratory,  
London Office,  
17, Gracechurch Street, E.C.  
April 16th, 1909.

(Copy.)

The Secretary, Sanitary Board,  
Hongkong.Sir,—From the *Hongkong Telegraph* of Fe-  
bruary 15th I see a letter from Mr. A. John  
Gregory, Department of Public Health, Cape  
Town, addressed to your Board and laid on the  
table at a recent meeting.In this letter I find that Mr. Gregory states  
that the "much-advertised Ratin is useless—  
at any rate in the Cape-Town climate." As I  
presume you are paying some attention to the  
opinions expressed by Mr. Gregory I will ask  
you kindly to also lay my letter on the table  
and have it read at the meeting and I wish to  
protest against such opinions being expressed  
by any official when they have not acted ac-  
cording to the instructions we gave at the time  
these rats were bought.Mr. Gregory experimented with 2 rats, Ratin  
No. 2, which we sent out to the Cape Town  
Harbour Board at the request of the London  
Agents, and we stated at the time that it was  
not by any means sufficient and I proved my  
statement by referring them to the results ob-  
tained at Tilbury Docks and on them how  
many times had been applied there to obtain  
these results. Therefore in my opinion this  
gentleman has absolutely no foundation for  
passing any opinion either good or bad on  
Ratin. Against his remarks I have letters from  
the following Authorities stating that Ratin has  
done a great deal of good and that they would  
strongly recommend it in their part.The Minister of Agriculture, Quebec.  
The Minister of Public Works, Cairo.  
The Governor, Falkland Islands.  
The Colonial Secretary, Grenada.  
The Surgeon-General, Georgetown, De-  
marara.The Medical Officer of Health, Khargpur,  
who twice tested Ratin on a very extensive  
scale on behalf of the Bengal-Nagpur Railway.Besides these we are receiving weekly orders  
from a number of Tea Plantations and other  
great plantations in the West Indies, in Cey-  
lon, in India, and elsewhere, and if it is good  
enough for these large concerns to send on  
repeat orders time after time it is certainly the  
best proof that Ratin is of considerable value.I hope therefore to hear from you that this  
letter has been read at your meeting and  
noted.

Yours faithfully,

THE RATIN LABORATORY,  
C-A-FURU,  
Manager.

[Enclosure No. 1.]

Berlin W 9,  
Leipziger Platz 7,  
22nd January, 1908.

## RE CAMPAIGN AGAINST TRICHINE.

Inquiries concerning the occurrence of  
trichine have shown that, in several places  
within the Government-District of Josen, the  
sale of pork has on several occasions been  
prohibited because it had been found to be  
trichinosis. These places are:—

Zachanow,	District Adpau,
Zerkow,	Jarotschin,
Kriewen,	Kosten,
Demblitz,	Schrimm,
Grabonowo, and	Wreschen.
Stralkowo.	

In these places an attempt is to be made to  
suppress trichinosis. As rats are known to be  
the carriers of trichinosis steps are to be taken  
in the first place for the extermination of rats,  
and the campaign is to be undertaken by  
extensive applications of Ratin. In order to  
secure a uniform success of the campaign I  
consider it desirable that it is undertaken under  
the direction of an expert, and I suggest for  
that post the chief of the Bacteriological In-  
stitute in Posen, Dr. Raebiger.I request the Chamber of Agriculture to ascer-  
tain whether Dr. Raebiger is prepared to under-  
take the direction of this campaign.In order to obtain an estimate of the costs to  
be incurred, I request to be informed of the  
price at which Ratin may be obtained, in the  
district, and what quantities would approxima-  
tely have to be employed. It is essential that  
in the places mentioned above not a single  
farmstead is omitted where animals are kept,  
and that therefore about 460 such places are to  
be treated with Ratin.

By Order,

(Signed) KUSTER.

[Enclosure No. 2.]

"The Times," August 21st, 1908.

## DESTRUCTION OF RATS AT THE DOCKS.

The enormous number of rats which infest the  
ware-houses and other buildings at the London  
docks have long been a matter of serious con-  
cern both to the Port of London Sanitary  
Authority and to the dock managers. A heavy  
financial loss is involved annually by the  
damage done to goods stored in the docks,  
while the medical officers and inspectors of the  
Port have always had before them the dangerto the public health from the arrival of rats by  
vessels from plague-infected ports.Since the beginning of 1901 the capture and  
destruction of these rodents in the docks and  
on ships have been carried out in a systematic  
manner, and the results have been given each  
year in a report presented by Dr. Herbert  
Williams (medical officer of health for the  
Port of London) to the Port Sanitary Com-  
mittee of the City Corporation. According to  
the latest official figures, to December 31 last,  
494,423 rats are recorded as having been de-  
stroyed since February, 1901. For last year  
the figures are as follows:—In dock ware-  
houses 15,162, on vessels during voyage 17,921  
and on vessels while in dock 19,731, being a  
total of 52,816.The means adopted to kill the rats are poi-  
son and trap. Although the figures just quoted  
would appear to represent a considerable  
success, yet it is understood that Dr. Williams  
is by no means satisfied with the outcome of  
the efforts which have been made in this re-  
spect. He certainly does not profess to have  
exterminated the rats at the docks, and so long  
as practically every fresh vessel entering the  
port brings its complement, more or less large,  
of the vermin, there would seem to be little  
hope of any great diminution in the rat nu-  
isance by the methods so far employed. Among  
those engaged in the work of destruction  
under Dr. Williams' supervision the fear is  
even expressed that the normal natural  
increase is scarcely kept down owing to the  
fact that rats begin breeding very young and  
have several nests each year. At all events, it  
is generally admitted that at the present time  
the docks are overrun with rats, in spite of the  
official announcement of the destruction of  
nearly half a million during the past six years.At Tilbury Dock, however, the rat nuisance  
has been dealt with during the past few months  
on new lines. Instead of continuing the services  
of old-fashioned ratcatchers, a contract was  
made with the Ratin Bacteriological Laboratory,  
and operations were started by them last March.At that time the dock premises swarmed with rats,  
and the damage done to produce in the ware-  
houses was very great. Now, and for a con-  
siderable period it is said to be a rare thing for  
a rat to be seen, and the few observed from  
time to time about the place are newcomers  
brought into dock by ships from foreign parts.The dock authorities are understood to have  
expressed their satisfaction with the results  
achieved by the Ratin Laboratory. It may be  
as well to explain that Ratin, while harmless to  
domestic animals, is a preparation that conveys  
a disease to rats, which is communicated from  
one to the other, and generally proves fatal in  
from a week to a month. Some rats, it has  
been found, are immune against the solid  
Ratin which is first used, and consequently a  
stronger preparation, Ratin No. 2, is after-  
wards employed to kill those which remain.So long as effective steps are not taken by ship-  
owners to destroy the rodents on their vessels  
it will not be possible to keep the warehouses  
altogether free from them, whatever measures  
are taken to kill those at the docks. Only  
recently a large cage containing a motor-car,  
while being unloaded at one of the docks, was  
found to contain a nest of 15 young rats. These  
were at once killed, but the doe escaped. This  
is only an illustration of what is constantly oc-  
curring, and points to the need of something  
being done on board ship, as well as at the  
docks, to destroy the rodents.With regard to the article in *The Times*  
advocating co-operation for the extermination  
of rats, mice, and other vermin, Mr. Furu,  
the manager of the Ratin Laboratory, states that  
combined effort for this purpose among farm-  
ers is on the increase. A large number of  
these and similar societies have entered into  
contracts with the laboratory which he repre-  
sents for the clearance of specified districts,  
and he cites, as one of the latest instances  
of co-operation, the parish of Coberley, near  
Cheltenham. At the instigation of Mr. H.  
Bubb, the principal residents have taken con-  
certed action to destroy the rats throughout the  
whole parish of 4,000 acres. With this object  
they have made a contract with the Ratin  
Laboratory by which every shop, public-house,  
and other building in the parish is to be entire-  
ly freed from rats and Mr. Furu expresses him-  
self as confident of being able to carry out the  
terms of his contract.

## THE WEATHER.

The following report is from Mr. F. G. Figs,  
Director of the Hongkong Observatory:—On the 19th at 11.55 a.m.—The barometer has  
risen quickly in E. Japan, and fallen slightly at  
the stations around the Eastern Sea.Pressure is relatively high over the Pacific to  
the neighbourhood of the Bonins, and over the  
Upper Yaquina Valley. It is low in N. Korea,  
and over the Pacific to the East of N. Japan.Gradients are slight in the South, and light  
variable winds may be expected in the Formosa  
Channel and the N. part of the China Sea.Hongkong Rainfall for the 24 hours ending  
at 10 a.m. to-day, 0.00 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, Variable  
winds, light; fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong  
and Lamock, same as No. 1.4.—South coast of China between Hongkong  
and Hainan, same as No. 1.KIDNAPPING still seems to be rife in the  
Colony, and despite all the attempts of the  
authorities to get rid of this particular class of  
criminals who seek to earn a livelihood by deal-  
ing in women and children, and in some in-  
stances, even boys, are notified by fresh cases  
of the serious offence. This afternoon, two  
men were placed before Mr. J. H. Kemp at the  
Magistracy on a charge of kidnapping a young  
unmarried woman. The case is void of details,  
but it is to be hoped that adequate punishment  
will be meted out to the alleged offenders if the  
charge is brought home to them.

## S.S. "TRIUMPH" AGROUND.

## IN HAIPHONG RIVER.

When the French steamer *Hongkong*, Cap-  
tain A. Corneliussen, of which Messrs. A. R.  
Marty are the local agents, arrived in port to-  
day from Haiphong and Hoihow, she made a  
report to the effect that the s.s. *Triumph*  
(Messrs. Jabez & Co.) was aground in Hai-  
phong River. From an authoritative source,  
we are able to learn that the steamer went  
aground on a muddy surface on the 16th inst.  
She has since refloated.

## JAVA OPIUM REGIE.

## HOON AND A BLESSING TO THE PEOPLE.

## CONCLUSIONS OF EXPERTS IN HOLLAND.

A lecture delivered before a scientific society  
in Holland, the other day, gives up-to-date  
particulars regarding the working of the Opium  
Regie in Java. Under it, there is less smug-  
gling than under the old farming system, and  
the revenue is almost as large as the net drawn  
from the farmers. The people are freed from  
the tyranny of the farmers, with whom it was  
a common thing to shrink from nothing in  
order to push sales of the drug. In other words  
the doing away with the farming system has  
proved to be a blessing to the people. Under the  
Regie, opium consumption is so far controlled  
that the quantity of the drug sold steadily falls  
off. The Government now gets all the profits  
formerly enjoyed by the farmers. The revenue  
from opium comes to about sixteen millions of  
guilder, of which three millions go for cost of  
collection. The Regie continually raises the  
selling price of the drug now that smuggling is  
brought to a minimum—in some districts the  
rise reaches thirty to forty per cent. The rise  
is gradual and tends to limit the consump-  
tion, so that profit out of the Regie comes to  
be a tax on a luxury. Such a system is pre-  
ferable to total prohibition, which would be  
as impracticable as the prohibition of gin  
in Holland. Prohibition would simply encour-  
age smuggling to meet the demand for the  
drug. Another advantage of the Regie is that  
it supplies smokers with the pure article. The  
farmers used to mix arsenic and lime juice  
with the opium in order to increase sales. The  
Government has no wish to extend the use of the  
drug. To limit it, the licensing of smokers has  
been resorted to in some parts of East Suma-  
tra and in Borneo. The experts, who discussed  
the subject, came to the conclusion that the  
use of opium in Java is no worse than the  
drinking of gin in Holland.

## COUNTERFEIT COIN.

SMART CAPTURE BY DETECTIVES  
AT PENANG.A successful raid was made by Detective  
Insp. Shedy and some detectives at 1441  
Green Lane, near Bukit Gambier, during the  
early hours of Saturday morning, reports the  
*Penang Gazette*, of 16th inst.The house in question is an attic building  
with a front and a back door. The inspector  
peeped through a crack in the front door and  
saw a Chinaman, named Fio Beng, with a  
ladle, in the back room, which was lighted  
up. Immediately afterwards the lamp was  
extinguished. The door had to be broken  
down before an entrance could be effected,  
and the man with the ladle arrested. There  
were found in the house a charcoal stove  
with the charcoal still burning, and on it an  
iron pan of molten metal; elsewhere were  
pieces of metal resembling tin, a partially  
broken mould containing a still warm dollar,  
two newly moulded dollars still warm, a fan,  
some lead, a pair of scissors, a pen knife, a  
basket of charcoal, a wooden shovel, a bottle  
containing an oily fluid, close to the stove  
some sponge-like fruit about the size of a  
rambutan or a strawberry, several pieces of broken  
moulds, two small polishing brushes, empty  
tins marked and labelled, Plates of Paris, and  
empty cardboard boxes marked Britannia  
metal. Concealed among the attic walls was a  
roll of fifty counterfeit dollars.While the search was going on the de-  
tectives heard a slight noise overhead and,  
looking up, were surprised to see the figure  
of a man named Kiao Cheo, the owner of the  
house, stretched full length on a broad plank  
near the roof. A detective was sent after this  
man, who promptly made a hole in the attic  
roof where the detective ultimately managed to  
capture him. The two men were brought  
before Mr. A. Cavendish, to-day, and remanded,  
pending further inquiries.

## INDIAN OPIUM.

## CURTAILMENT IN CULTIVATION.

## PROBLEM WHICH FACES THE GOVERNMENT.

Allahabad, May 1

As the cultivation of



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## THE SHANGHAI EXPLOSION.

## EXTENSIVE DAMAGE.

[By courtesy of the "Shung Po"]

Shanghai, 18th May.

The explosion in the Match Factory which took place on Monday, caused the collapse of several tens of houses in the vicinity of the factory.

The total number of persons killed and injured is estimated at 300.

## MACAO BOUNDARY QUESTION.

## TANG SHAO-YI TO ASSIST CHINESE COMMISSIONER.

[By courtesy of the "Shung Po"]

Peking, 18th May.

At a conference of the Grand Councilors it was held that the Macao Boundary question is one of paramount importance.

The fact that H.E. Ko Yi-him, Special Commissioner, has repeatedly urged by telegram his relief by another appointee, suggests the belief that he must feel that there are considerable difficulties in the way of a satisfactory solution of the problem.

As soon as H.E. Tang Shao-yi returns from Europe it is the intention of the Grand Councilors to approach him to assist Commissioner Ko in settling the delimitation question with the Portuguese.

## THE SHANGHAI TAOTAI.

## DIFFERENCES STILL PENDING.

[By courtesy of the "Shung Po"]

Peking, 18th May.

It is proposed by the Grand Council to settle the matter of the differences with the Shanghai Taotai.

Fearing, however, lest the Censors should take the matter up, the Grand Councilors have not come to any definite decision.

## FRANCE AND CHINA.

## FRONTIER DIFFICULTIES.

[By courtesy of the "Shung Po"]

Peking, 18th May.

The Governor of Kwangsi has reported by telegram that French soldiers have crossed the frontier of Tonkin and wounded many Chinese soldiers.

Whereupon the Waiwupu has addressed a communication and demanded an explanation from the French Minister in Peking; at the same time the Ministry of Foreign Affairs has wired to the Chinese Minister in Paris directing him to approach the French Government on the subject.

## CONSTITUTIONAL GOVERNMENT.

## MINISTER'S DISAPPROVAL.

[By courtesy of the "Shung Po"]

Peking, 18th May.

On the plea that, according to English notions, the Chinese have not yet attained to that standard of education necessary for a full appreciation of the question of Constitutional Government, H.E. Wang Ta Sich has urged the Grand Council to bring the matter to the notice of the Prince Regent.

## LEGISLATIVE COUNCIL.

## SUPPLEMENTARY BILL.

A meeting of the Legislative Council will be held to-morrow. The Attorney-General will move the first reading of a Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Five hundred and twelve thousand Dollars and thirty-four Cents, to defray the Charges of the Year 1908; he will also move the following:—Second reading of the Bill entitled An Ordinance to demote Postage Stamps bearing the Head of Her late Majesty Queen Victoria; second reading of the Bill entitled An Ordinance to amend the Law with respect to Children and Young Persons; second reading of the Bill entitled An Ordinance to amend the Larceny Ordinance, 1865; second reading of the Bill entitled An Ordinance to amend the Public Health and Buildings Ordinance, 1903-1908; third reading of the Bill entitled An Ordinance to amend the Code of Civil Procedure; committee on the Bill entitled An Ordinance to amend the Life Insurance Companies Ordinance, 1907; committee on the Bill entitled An Ordinance further to amend the Merchant Shipping Ordinance, 1899; committee on the Bill entitled An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong.

## JAPANESE SAILOR SHOT.

## DETAIL OF THE SAN FRANCISCO AFFAIR.

The latest mail brings full details of the sensational affair at San Francisco last month, also, by briefly reported by telegraph, in which a Japanese seaman who had deserted from the T.K.K. Chiyomaru was killed. The San Francisco Chronicle of April 17th says:—"While making a murderous attack with a long-bladed knife on Patrolman J. A. Anear, at Second Street and South Park, about 530 o'clock yesterday morning, Tokuji Kawamoto, a deserting sailor from the Japanese steamer Chiyomaru, was shot through the right lung by the policeman, and died in a patrol wagon while on the way to the Harbour Emergency Hospital.

"Anear was slightly cut on the left jaw, and his coat was polished by the infuriated Japanese, before the policeman fired the fatal shot. Y. Matsumaye, an apprentice on the Chiyomaru, was wounded on the left arm by Kawamoto, and the coat of Michael Briscoe, a watchman at the Pacific Mail dock, was ripped across the shoulder by the knife blade.

"Matsumaye, who had been detailed to watch the pier, saw Kawamoto stealthily crawl over the steamer's side, and run behind the freight shed. He shouted to Briscoe for assistance, and pursued the deserter. After a chase of a couple of blocks, they overtook Kawamoto, and laid hands on his shoulders. Instantly, the deserter drew a knife from his blouse, and slashed furiously at his captors. Matsumaye was cut on the arm, and Briscoe's coat was slashed. Kawamoto again took to his heels, and Briscoe summoned a patrolman, while Matsumaye doggedly kept after the fugitive. At Second Street and South Park, they met Patrolman Anear, and Matsumaye called upon him to arrest Kawamoto. As the patrolman placed his hand upon him, Kawamoto drew his knife and lunged. Anear dodged the knife, and, drawing his club, attempted to disarm the sailor, meanwhile advising him to drop the knife, and return to his vessel.

## NEW CHINESE BANK.

## LARGE BRANCH TO BE OPENED SHORTLY IN SINGAPORE.

Some time ago, a scheme was formulated at Shanghai for establishing a Chinese Bank, with agencies abroad where large Chinese communities exist. The idea was suggested owing to the difficulties Chinese encounter in dealing with foreign banks. The latter work under the disadvantages of ignorance of Chinese methods of financing. Last year, delegates from Shanghai visited Java to win over the Chinese there to follow the new lead. The ground having been prepared, a promoter of the scheme arrived at Batavia towards the end of last month, with the intention of finding subscribers for shares in the proposed bank among the Chinese community. A representative of the Java Bank, interviewed the promoter. The latter assured him that the head office of the bank would be opened at Shanghai towards the end of this year. The next thing will be the opening of a branch at Singapore, which will be second only to the head office.

Afterwards agencies will be established in quick succession at Manila, Rangoon, Macassar, Sourabaya, Samarang, and Batavia. Branches at Penang, Calcutta, Bombay, and other ports will follow. The idea is to establish these agencies at all places where Chinese traders muster in large numbers. Questioned about the financial backing of the scheme, the promoter said that the capital stands at 20 millions of taels, but only half of it will be called up at the outset. The other half is held in reserve to be issued whenever required, the agencies in Australia and America having the first claim. The shares are priced low so that they will be within the reach of all classes of Chinese. The proposed allotment is: 2 millions of taels at Shanghai, 1 million at Hongkong, 2 millions at Singapore, 1 million at Manila, one million at Rangoon, one million at Sourabaya, and 1 million at Batavia and Macassar. The balance of the half-capital is expected to be placed in China.

—Straits Times.

## SHIPPING AND MAILS.

## MAILS DUE.

French (Sydney) 24th inst.  
German (Vina Waldemar) 28th inst.  
Canadian (Empress of Japan) 3rd prox.

The s.s. Suruga arrived at New York on 18th inst.

The s.s. Irawar, left Singapore yesterday, for Hongkong.

The C. N. Co.'s s.s. Taming left Manila on 18th inst., and is expected here on 21st inst.

The Bank Line s.s. Gymeric left Seattle on 15th inst., for Hongkong, via Japan and Manila.

The C. N. Co.'s s.s. Changsha left Sydney on 17th inst., and may be expected here on 19th prox.

The Imperial German Mail s.s. Goeben, which left here on 21st ult., at noon, arrived at Genoa yesterday, at 10 a.m.

The N. Y. K. s.s. Colombo Maru, Bombay, Line, left Bombay for this port, via Singapore on 15th inst., and is expected here on 21st prox.

## JAPAN SUGAR SCANDALS.

## VERDICT IN PRELIMINARY EXAMINATION.

The preliminary examination of the members and ex-members of the Diet arrested in connection with the Dai Nippon Sugar Company scandal, as already mentioned, has been concluded, and, with the exception of Mr. Nakamura Chusichi, Chairman of the Shizuoka Prefectural Assembly, who has been acquitted, the evidence is held to substantiate their guilt, reports the Japan Chronicle of 18th inst. The charge preferred against the accused was the acceptance of bribes.

The substance of the verdict in the preliminary examination is published, from which it appears that Mr. Yokoi Tokio, a Constitutional member of the Diet when the Sugar Duty Reimbursement Bill was introduced to the Diet in 1906, persuaded the Dai Nippon Sugar Refining Company to bribe the members of the Diet through the medium of Messrs. Matsura Gohsei and Sawada Nei. The two last named were personal friends of Mr. Akiyama, a director of the company, and the bribes were offered on the understanding that the members would obtain the passage of the Bill through the Diet. Mr. Yokoi received ¥2,500 from the company through Messrs. Matsura and Sawada. Mr. Morimoto Shun, another Constitutional member, received, in similar circumstances, ¥2,000 from Mr. Isomura, a director of the company. Mr. Ogino Yoshizo, a Constitutional member, taking advantage of his position as the leader of the Futaba-kai, a group of the Constitutionalists in the Diet, invited Mr. Isomura, a director of the company, to his residence, and, supported by Mr. Hasegawa, a member of the Diet, intimated that, if the company would pay a suitable sum for the service, the Futaba-kai would exert its utmost efforts to secure the passage of the Bill. Mr. Isomura asked what he required for these services, and was told he would be satisfied with ¥150,000. This sum was considered excessive by the director, who declined the offer of services. Subsequently Mr. Isomura paid a certain amount to Mr. Ogino, who accepted the money.

Mr. Utsi Teppu, a Daido Club member, informed the sugar company when the Sugar Duty Reimbursement Bill was introduced to the Diet that he would exert himself to obtain the passage of the Bill if suitable remuneration was paid. He met Mr. Isomura at the Wata-take, a tea house, together with Mr. Ishizuka, a member now deceased, and received the sum of ¥20,000. Mr. Yokota Torahiko is also a Daido Club member. He demanded of the sugar company suitable remuneration for his services promising to work assiduously for the passage of the Bill through the Diet. He accordingly received ¥5,000. Subsequently he obtained a memorandum in which the company promised to pay ¥10,000 to Mr. Utsi and a suitable amount to the Daido Club in the event of the Government Sugar Monopoly Bill being successfully passed by the Diet.

Mr. Kurihara Ryoichi, a Constitutional member, received ¥3,000 in connection with the Sugar Duty Reimbursement Bill, and Mr. Hasegawa Toyokichi and Muramatsu Aizo, Constitutionalists, received ¥2,000 and ¥2,500 respectively.

Mr. Nishimura Shintaro, a Progressive member of the Diet, advocated the adoption of a Sugar Monopoly and protection of the industry and had thus been always working in the interests of the company. When the Sugar Duty Reimbursement Bill was introduced in 1906, he received the sum of ¥10,000 from Mr. Akiyama, a director of the company, with a request to strive for the passage of the Bill. Subsequently he received a further sum of ¥10,000, which he shared with Messrs. Kanazaki Tozo, Yasuda Ken, Tamura Isao, Kimura Hamby and Sekino Zenjo, Progressive members of the Diet.

According to the Asahi, Mr. Esaki, a well-known business man of Tokyo, and Mr. Imada Kametaro, a legal adviser to the sugar-refining company, have been charged with assisting the company in bribing the members of the Diet.

Messrs. Akiyama, Isomura, Kozu, and Ito, directors of the Dai Nippon Sugar Refining Company, are charged with forging a private seal and documents. Their preliminary examination is not yet concluded.

Mr. Yokoi, who recently resigned his seat in the Diet, has now resigned his position as a director of the Doshisha College in Kyoto and the Chairman of the association for the maintenance of the College, as well as his membership of the Higher Educational Council.

Mr. Suzuki Jubi, a Tokyo barrister, who a day or two ago visited Mr. Kurihara in the Tokyo prison, in connection with the defence of his case at the public trial, has made the following statement:—

"The statement in the verdict of the Judge at the preliminary examination that he (Mr. Kurihara) received ¥3,000 from Mr. Akiyama in the 23rd session is wrong. He does not deny that he received that sum during the 24th session, but it was merely borrowed; it was not received as a bribe. He wrote a promissory note for the amount. This fact is known by all his friends. He knows nothing of the ¥3,000, which in the verdict he is said to have received during the 23rd session of the Diet. If the fact was true he had no need to conceal it. As the result of the present occurrence he has been condemned to death so far as his public life is concerned, and he sees no necessity of denying facts. What he is concerned about is his old parents. He is filled with remorse when he thinks of their anxiety for him. He is not in mental agony as regards his prison life, as he has been trained in the doctrines of the Zen sect of Buddhism."

Mr. Kurihara asked his visitor to supply him with some Buddhist religious books. Mr. Suzuki at once complied by sending him a copy of the Zamma Hogo-shu.

On dit, remarks the Straits Echo, that a murderer, hanged at Telipang, was the nephew of the executioner.

## POVERTY AND CRIME.

In the report of Mr. W. D. Barnes, secretary for Chinese Affairs, which was published a few days ago, the statement is made that there has been recently a great increase in the number of secret societies in Singapore and Penang. This confirms not only disclosures which have been made in the police courts, but information which has reached us from various sources during the last four or five months. To a certain extent the opinion expressed by Mr. Barnes as to the nature of these societies is reassuring. They are not political organisations on a large scale under leaders who possess sufficient capacity or definiteness of purpose to make them formidable. For the most part they are more loose groupings of lawless characters, who have found the times rather hard, and have banded themselves together in order that they may enrich themselves by blackmail and robbery. "Gangs of bad characters," Mr. Barnes calls them, and that, in the most accurate description. But they are the cause of much of the crime which comes to the knowledge of the authorities, and of how much more that is never revealed but is suffered with the patience so characteristic of Chinese we are not likely to discover. The independence of the gangs increases the difficulty of dealing with them. If leaders are arrested, the groups they control temporarily dissolve, but re-form again as soon as other leaders are found with the will and ability to command. They are a menace to the peace and a grave injustice to the law-abiding portion of the community, who in terror of their lives, and are constantly being deprived of their property by these desperadoes who stop at no violence to gain their ends. In part, no doubt, we owe the prevalence of these secret societies to our British habit of granting asylum to all the rascality of the universe provided it can cover itself with a cloak of politics. There have been, and there are in Singapore still, a number of Chinese who call themselves "reformers" to disguise the fact that they are mere bandits on whose heads the Central or Provincial Governors of China have found it necessary to set a price. Such men are gang leaders by instinct and thieves by nature, and it would be a good thing to treat their political pretensions brusquely and to hand them over to the summary justice of their own countrymen. The true political refugee is almost invariably a man of sufficient character and sense to appreciate the protection our flag affords, and is as careful to avoid giving offence as a well-bred man would be in the house where he happens to be a guest. It is abusing an honourable principle to extend our protection to every sort of vagabond who makes dislike of government of his own country an excuse for crime, and we might have fewer undesirable among our Chinese population if the law were more sharply drawn, and implicit obedience to our laws made a condition of continued toleration of aliens in our midst. Certainly Mr. Barnes is quite right in saying that we should "withdraw from the alien leaders the right to further abuse our hospitality." It is unfair to our own peaceful citizens that they should be exposed to all the terrors which the scum of China bring in their wake.

But the most regrettable feature of the position is that Mr. Barnes has to remark upon the fact that the number of Straits-born Chinese among the leaders of the secret societies is increasing. There can only be two explanations of this—the one that evil example is being followed, the other that police measures are inadequate to check lawlessness. In Singapore there is, even in these times of depression, a fair chance for every man to earn his living honestly. We have no chronic problem of the unemployed to contend with, and those who do not work are idle by choice and not by necessity. That simplifies the work of the police considerably in what may be termed a social sense, but in its present condition the force simply cannot grapple efficiently with all the work there is to be done. If a small corps of Chinese police could be formed and used for the discovery and repression of secret societies exclusively, they would soon bring about a wholesome change. No doubt there are difficulties in establishing such a force, as it may be said that the class of Chinamen who would offer to serve would be little more than chattered bandits themselves. But with the support of some of the capable and influential leaders of our Chinese community, the difficulty, we think, could be got over. There might be far worse schemes, in fact, than to form a committee of such men to supervise the work of the force, and if the hunting down of the secret societies did not occupy the whole of their time, they could be usefully employed in a determined campaign against the Chap-see-kee gambling dens which we fear are eating like a cancer into the heart of the community. There is not a trace of excuse for any lawlessness among the Chinese in this Colony. In no part of the world do they find a readier welcome, and not even in their own country can they enjoy anything like the same degree of personal liberty. They have unlimited freedom to trade; educational facilities are plentiful; wages on the whole are good; food supplies and all else that they require, are abundant. And on the whole the benefits which the Colony confers are honestly appreciated. Considering their semi-barbarian condition of a considerable number of the coolies who reach our shores, the amount of trouble they give to the authorities is not great. The vast majority settle down quickly, work industriously, and save prudently. There is all the more reason why no effort should be spared to protect them from evil examples, and to save them from being led astray. It can only be done by rigid enforcement of strict laws, and every self-respecting member of the Chinese community will be grateful to the Government if it makes its influence felt in that way, for they are the greatest sufferers from any lawlessness that is allowed to prevail.—Straits Times.

A FINE of \$500 was imposed on a Chinaman named Wu Tai for infringing the exclusive privilege of the Postmaster-General by collecting and delivering correspondence otherwise than through the G. P. O.

## To-day's Advertisements.

## BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 24th instant, EMPIRE DAY.

Hongkong, 19th May, 1909. [48]

## PEAK TRAMWAYS COMPANY, LTD.

NOTICE is hereby given that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, on SATURDAY, the 29th day of May, 1909, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th May, to the 2nd June next, both days inclusive.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 19th May, 1909. [420]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

## PUBLIC AUCTION.

FOR ACCOUNT OF THE ESTATE OF THE LATE MR. O. J. THOMSON,

## ON FRIDAY:

the 21st May, 1909, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

## A NUMBER OF

## LAW BOOKS,

Comprising:—

CHITTY'S STATUTES by J. M. Lely, 13 vols., LAW TIMES REPORTS, 10 vols., DANIELL'S CHANCERY FORM AND PRACTICE, AUSTIN'S JURISPRUDENCE, MARDEN'S COLLISIONS AT SEA, STEVEN'S MERCANTILE LAW, INTERNATIONAL LAW DIRECTORY, CASES OF CRIMINAL LAW, HONGKONG ORDINANCES 1883-1908, STANDARD DICTIONARY OF THE ENGLISH LANGUAGE, &c., &c.,

## ALSO

2 IRON SAFES (one by Milner's).

TERMS—As usual.

## HUGHES &amp; HOUGH,

Auctioneers.  
Hongkong, 19th May, 1909. [421]

## "SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP, VIA MANILA, STRAITS AND COLOMBO.

## THE Steamship

## "DENBIGHSHIRE."

Captain Barrett will be despatched as above on the 18th June.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 19th May, 1909. [419]

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

## THE Imperial German Mail Steamship

## "LUTZOW."

Captain C. Dowers, will leave for the above places TO-MORROW (THURSDAY), the 20th instant, at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 19th May, 1909. [5]

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "LUTZOW."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th of May, at 9.30 A.M.

All Claims must reach us before the 30th of May, 1909, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

## NORDDEUTSCHER LLOYD.

## MELCHERS &amp; Co.,

General Agents.  
Hongkong, 19th May 1909 [5]

## Intimations.

INSURANCE MAN seeks Engagement. 28 years' experience with Leading Fire Companies. Open for Hongkong or China Coast ports. No objection to shipping or retail stores.

## Apply—

## "VICTOR,"

C/o Hongkong Telegraph.  
Hongkong, 30th April, 1909. [382]

## GOLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 cubic feet of GOLD STORAGE available at EAST POINT. Storage will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

## G. K. HAXTON,

Manager.  
Hongkong, 6th January, 1909. [19]

## Intimations.

## THE DAIRY FARM CO., LTD.

## BUTTER.

40, 60, 65, 70 and 75 Cents  
per lb.

## OUR SPECIAL

## "HONEYSUCKLE"

## BRAND.

Cannot be equalled in Asia.

\$1 a lb.

Hongkong, 15th May, 1909. [380]

## WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VOEUX ROAD CENTRAL (late occupied by Madame Jay).  
Hongkong, 29th April, 1909. [376]

## NOTICE.

THE Manager of Kennedy's Stable begs to inform the residents of Kowloon and district that, provided sufficient support be forthcoming, he will be prepared to ESTABLISH a SHOEING FORGE at Kowloon, where Horses and Ponies can be shod by experienced Shanghai farriers on stated days, to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge, the manager hopes that the scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of horses or ponies to the undersigned.

G. W. GEGG,

Manager,  
Kennedy's Stables.

Hongkong, 4th May, 1909. [393]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....\$1,150,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Underwritten and Executed.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 19th March, 1908. [14]

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m.  
7.30 a.m. to 10.00 a.m. ...Every 10 minutes.  
10.00 a.m. to 11.00 a.m. ...Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ...Every 15 minutes.  
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.  
3.00 p.m. to 3.30 p.m. ...Every 15 minutes.  
3.30 p.m. to 8.00 p.m. ...Every 10 minutes.

## NIGHT OARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ...Every 10 minutes.  
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.  
11.45 a.m. to 12.00 noon ...Every 15 minutes.  
1.00 noon to 1.00 p.m. ...Every 10 minutes.  
1.0



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 14 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John of Quebec.
"EMPRESS OF INDIA" SATURDAY, MAY 22ND.	"EMPRESS OF BRITAIN" FRIDAY, JUNE 18TH.
"EMPRESS OF JAPAN" SATURDAY, JUNE 12TH.	ALLAN LINER FRIDAY, JULY 9TH.
"EMPRESS OF CHINA" SATURDAY, JULY 3RD.	"EMPRESS OF IRELAND" FRIDAY, JULY 30TH.
"MONTEAGLE" WEDNESDAY, JULY 14TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. JACKSON, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	THURSDAY, 20th May, Noon.
SHANGHAI	"KWONGSANG"	THURSDAY, 20th May, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 21st May, 4 P.M.
SINGAPORE, PENANG & CALUTTA LAISANG	"LOONGSANG"	SATURDAY, 22nd May, Noon.
SHANGHAI	"FOOSHING"	TUESDAY, 25th May, Noon.
SINGAPORE and SAMARANG	"LOONGSANG"	TUESDAY, 25th May, Noon.
MANILA	"LOONGSANG"	FRIDAY, 28th May, 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamer "Kutsum", "Namang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 19th May, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
AMOY & SHANGHAI	"TAMU"	20th May, 4 P.M.
WEIHAWEI, CHEFOO & TIENTSIN	"KUMOHOW"	20th "
SHANGHAI	"CHINHUA"	20th "
NEWCHOW	"KWEIYANG"	21st "
SHANGHAI	"CHENAN"	23rd Daylight.
MANILA	"TAMING"	25th 3 P.M.
SHANGHAI	"YINGHOU"	27th 4 P.M.
SHANGHAI	"ANHUI"	30th Daylight.
MANILA	"TEAN"	1st June, 3 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"CHANGSEA"	15th 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked "hatch" for all Australia, New Zealand and Tasmannian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chien, Linan, Chihua), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Saturday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—single \$40, return \$70.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 16. Hongkong, 19th May, 1900.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamer between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Burgess and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tonn.	Captain.	For	Sailing Dates.
CAIRO	2540	R. Rodger	MANILA	SATURDAY, 22nd May, at 4 P.M.
SUBI	2540	R. W. Almond	"	SATURDAY, 20th May, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO. GENERAL MANAGERS.

H. 19th May, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 1st June, 1900, at Noon.
S.S. MANSU MARU	5,000 "	1st July, 1900, at Noon.
S.S. AMERICA MARU	5,000 "	30th Aug., 1900, at Noon.
S.S. HONGKONG MARU	6,000 "	26th Oct., 1900, at Noon.
S.S. MANSU MARU	5,000 "	10th Dec., 1900, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO RISEN KAISHA, Yok Building.

Hongkong, 4th May, 1900.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL EXELMANS,"

10,000 tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 21st of May.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 14th April, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above on WEDNESDAY, the 20th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th May, 1900.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tonn. Captain. Sailing Date.

Swartie 6,212 Shotton 3rd June 1900.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 24th April, 1900.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TAI" Capt. H. W. WALKER.

"KWONG SAI" Capt. R. S. CROW.

Leave Hongkong for Canton at 5.30 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals ..... 3.25 each

The Company's Wharf is situated in front of the New Wharves—Market, opposite the old Harbour Office.

YUEN ON & CO., LD., and SHIU ON & CO., LD., Agents, 2, Queen's Road West.

Hongkong, 19th April, 1900.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERHIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA,"

Captain T. H. HIDE, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Victoria," 6,500 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo (for France, and Tea, for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S.

"Oceana," due in London on 2nd July, 1900.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to R. A. HEWETT, Superintendent.

Hongkong, 15th May, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY,"

Captain Rebuffat, will be despatched for the above Ports on or about MONDAY, the 24th inst.

For Freight or Passage, apply to P. DE CHAMPORIN, Agent.

Hongkong, 17th May, 1900.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON & NEW YORK:

S.S. "PATHAN" ..... About 16th June.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 19th May, 1900.

THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN AND CHINESE

USEFUL ARTICLES

OF CLOTHING, FANCY GOODS

and TOYS.

AT VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAUNDS, MAINBOOKS, SHIRTINGS, ALPACAS, HOSIERY, ENGLISH AND AMERICAN FOOTWEARS, &c., &c.

Price and Samples on application.

Best attention to all Coast Port Orders.

Hongkong, 16th April, 1900.

HONGKONG AVERAGE MARKET PRICES.

Corrected 15th May, 100 cts. per 5 Mts.

BUTCHER MEAT.

	Cents.
Beef—Prime cut—Mei Lung Pa	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	18
" Soup—Tong Yuk	25
" Steak—Ngau Yuk Pa	20
" " Shioin—Ngau Lau	30
" Sausage—Ngau Yuk Chang	20
Bullock's Brains—Know	10
" Tongue—Ngau Lau	50

" Corned—Ham Ngau Li	60
" Head—Ngau Tau	80
" Heart—Ngau Sum	15
" Hamp, Salt—Ngau Kiu	18
" Feet—Ngau Kook	8
" Kidneys—Ngau Yiu	12
" Tail—Ngau Mei	12
" Liver—Ngau Oon	12
" Tripe (undressed)—Ngau To	6

Calves' Head and Feet—Ngau-chai-tan-kook	Set \$1.00
Mutton Chop—Young Fat Kwat	22
" Leg—Young Fat	20
" Shoulder—Young Shan	20
Figs' Chittlings—Chi choong	22
" Brains—Chi Kook	2
" Feet—Chi Kook	12
" Fry—Chi Ohak	12
" Head—Chi Tau	18
" Heart—Chi Sum	9
" Kidneys—Chi Yiu	8
" Liver—Chi Kon	30
" Pork, Chop—Chi Fat Kwat	21
" Corned—Ham Che Yuk	21
" Leg—Chi Fat	24
" Fat or Lard—Chi Yau	18

Sheep's Head and Feet—Young Tau	50
" Kook	50
" Heart—Young Sum	50
" Kidneys—Young Yiu	9
" Liver—Young Oon	24
Sucking Pig, To Order—Chi Chai	22
Subt. Beef—Sang Ngau Yau	22
" Mutton—Sang Young Yau	22
" Veal—Ngau Chai Yuk	20
" Sausage—Ngau Chai Yuk Tong	20

" Fat or Lard—Chi Yau	18
Sheep's Head and Feet—Young Tau	50
" Kook	50
" Heart—Young Sum	50
" Kidneys—Young Yiu	9
" Liver—Young Oon	24
Sucking Pig, To Order—Chi Chai	22
Subt. Beef—Sang Ngau Yau	22
" Mutton—Sang Young Yau	22
" Veal—Ngau Chai Yuk	20
" Sausage—Ngau Chai Yuk Tong	20

" Fat or Lard—Chi Yau	18
Sheep's Head and Feet—Young Tau	50
" Kook	50
" Heart—Young Sum	50
" Kidneys—Young Yiu	9
" Liver—Young Oon	24
Sucking Pig, To Order—Chi Chai	22
Subt. Beef—Sang Ngau Yau	22
" Mutton—Sang Young Yau	22
" Veal—Ngau Chai Yuk	20
" Sausage—Ngau Chai Yuk Tong	20

" Fat or Lard—Chi Yau	18
Sheep's Head and Feet—Young Tau	50
" Kook	50
" Heart—Young Sum	50
" Kidneys—Young Yiu	9
" Liver—Young Oon	24
Sucking Pig, To Order—Chi Chai	22
Subt. Beef—Sang Ngau Yau	22
" Mutton—Sang Young Yau	22
" Veal—Ngau Chai Yuk	20
" Sausage—Ngau Chai Yuk Tong	20

" Fat or Lard—Chi Yau	18
Sheep's Head and Feet—Young Tau	50
" Kook	50
" Heart—Young Sum	50
" Kidneys—Young Yiu	9
" Liver—Young Oon	24
Sucking Pig, To Order—Chi Chai	22
Subt. Beef—Sang Ngau Yau	22
" Mutton—Sang Young Yau	22
" Veal—Ngau Chai Yuk	20
" Sausage—Ngau Chai Yuk Tong	20

" Fat or Lard—Chi Yau	18
Sheep's Head and Feet—Young Tau	50
" Kook	50
" Heart—Young Sum	50
" Kidneys—Young Yiu	9
" Liver—Young Oon	24
Sucking Pig, To Order—Chi Chai	22
Subt. Beef—Sang Ngau Yau	22
" Mutton—Sang Young Yau	22
" Veal—Ngau Chai Yuk	20
" Sausage—Ngau Chai Yuk Tong	20

" Fat or Lard—Chi Yau	18
Sheep's Head and Feet—Young Tau	50
" Kook	50
" Heart—Young Sum	50
" Kidneys—Young Yiu	9
" Liver—Young Oon	24
Sucking Pig, To Order—Chi Chai	22
Subt. Beef—Sang Ngau Yau	22
" Mutton—Sang Young Yau	22
" Veal—Ngau Chai Yuk	20
" Sausage—Ngau Chai Yuk Tong	20

" Fat or Lard—Chi Yau	18
Sheep's Head and Feet—Young Tau	50
" Kook	50
" Heart—Young Sum	50
" Kidneys—Young Yiu	9
" Liver—Young Oon	24
Sucking Pig, To Order—Chi Chai	22
Subt. Beef—Sang Ngau Yau	22
" Mutton—Sang Young Yau	22
" Veal—Ngau Chai Yuk	20
" Sausage—Ngau Chai Yuk Tong	20

" Fat or Lard—Chi Yau	18
Sheep's Head and Feet—Young Tau	50
" Kook	50
" Heart—Young Sum	50
" Kidneys—Young Yiu	9
" Liver—Young Oon	24
Sucking Pig, To Order—Chi Chai	22
Subt. Beef—Sang Ngau Yau	22
" Mutton—Sang Young Yau	22
" Veal—Ngau Chai Yuk	20
" Sausage—Ngau Chai Yuk Tong	20

Hallbut—Cheung Kwan Yu	.....	11
Labrus—Wong Fa Yu	.....	11
Loach—Wo Yu	.....	12
Lobsters—Lung Ha	.....	12
Macarel—Chai Yu	.....	12
Monk Fish—Mon Yu	.....	12
Mullet—Chai Yu	.....	12
Oysters—Sang Hoo	.....	12
Parrotfish—Kai Keng Yu	.....	12







